

Points from Letters

THE BRITISH NAVY AND SPAIN

As one of the English travellers brought away from Spain in H.M.S. Gipsy, will you allow me a short space to pay my tribute to the Navy? I cannot adequately express my appreciation of all that was done to look after me and my fellow-travellers. No one who has not experienced it can have any idea of the kindness and courtesy shown to us by the officers and crew. Nothing seemed too much trouble, and that kindness was inimitable. We were also very deeply impressed with the efficiency of everything we saw, and regret that those who are opposed to rearmament could not have been placed in the same position as we were, for they would have changed their minds. May I say also how grateful we are to the Spanish people for the extraordinary kindness we were shown both before and during the revolution?—Mr. J. J. TORRELL, Langley, Chislehurst.

A FOREST CHURCH

The fine tower of Newland Church with its beautiful pinnacles is one of the features of the Forest of Dean. The church was built as one of the original churches of the Forest, land and materials being granted by King John. A chantry also was founded and endowed by Edward I. The church possesses the altar tomb slab of the first rector, and in the churchyard the unique effigy of John Wymal, founder in fee, in hunting dress. The tower has recently disclosed serious cracks, and the necessary repairs, together with the rehanging of the six bells owing to the ravages of the death-which beetle, involves a cost of £100. Of this £100 has been raised by local subscriptions and grants, but with the now reduced population of 200 we must look for help farther afield and any donations will be gratefully received.—The Rev. JOHN GARRER, Vicar, Newland, Gloucestershire.

SLAUGHTER ON THE ROADS

In his "Five Rules for the Holidays," the Bishop of Winchester says:—"Drastic legislation is necessary if this senseless and cruel loss of life and limb is to be reduced. But who can prevail against the great god Juggernaut?"

Why, then, he doth baffle the narrow world
With a Colossus and we get into
With under his huge legs and peon about
To find ourselves circumscissed and driven

In a democratic community the obvious resort is that—the fault is in ourselves that we are underlings." If, therefore, a more layman may wish to see the legislative grounds, where one on the side of the angels does not tread, I should like to have your views and those of your readers as to the value of 200,000 people living, and uninsured, as compared with the cost of the following crucial experiment. Let it be made unlawful for one week only for any mechanically propelled vehicle to travel upon any public roads at a speed exceeding 17 miles an hour. The number of killed and injured during such a week could then be compared with those of the preceding and following weeks. This would enable the Government to decide a simple financial case—viz., the approximate number of lives per week, which are to be terminated or depreciated thereby to preserve the amenities of vehicular ownership upon the King's Highway.—Mr. AETNA W. CLIFORD, 138, Clarence Road, St. Albans.

The Bishop of Winchester's statement that the weekly average of 113 killed on the roads has no longer any news value is only too true. And yet has it ever occurred to anybody that obituary notices of those killed in the first 30 weeks of the year, if inserted in *The Times*, would fill 70 columns—10 pages?—Mr. BASCOM P. ROBERTS, Pound House, Docking.

LOCUM TENENS

Your interesting and amusing article about Locum Tenens reminds me of a good story of something which happened to my father (a Norfolk parson) in the eighties. Had he lived he would have been 104 years old on August 3. After being away from any office for years he asked the old Norfolk clerk how they got on during his absence. The clerk replied, in the broadest Norfolk dialect, "Well, Sir, they do say he was the best interpreter we have ever had!"—Canon E. B. SUTTON, The Vicarage, Slapton.

A DORSET CAMP

A few months ago a letter appeared in your columns, signed by a group of younger officers who had been home on leave, in which they described how they had spent some of their time in this country, at camps attended by unemployed men, university men and others. Their experience had been a very happy one, and they commenced their attempts to attract officers. We should like to bring to the notice of officers who will be on leave during the next few weeks, whether from stations at home or abroad, the third Springfield Harvest Camp, which will be held on the North Dorset Downs from August 19 to September 9. The camp, full particulars of which can be obtained from this office, is not a holiday camp, but might be described as a pioneer work camp of a new type, in which the meeting is given in manual work—forestry, threshing, etc.—on an estate which is held in trust for the work of rural and regional reconstruction. After a siesta the time is devoted to games, music, and drama, and discussions and lectures on the theme of the camp and to the preparation of a festival in which the whole camp will take part. The theme this year is "Regional Reconstruction" (with the sub-title, *Jeune de mine*, "the meaning of the region for workers and students"), and we shall welcome a group from the German work-service camps, with which the leaders of our organization have been closely connected ever since their first beginnings 10 years ago. We shall be about 70 strong.—Mr. ALAN C. COLLIER, The Springfield Ring, Springfield, Fostonnell Magna, Shropshire, Dorset.

NET-CORD STROKES

In the net-cord stroke so much in the nature of a fluke? I write purely from a theoretical point of view. The modern method of taking a ball early allows of a lot of top spin being given to the ball, with the knowledge that if it hits the top or even lower it will climb just as a billiard ball, with top spin, bounces the cushion. This gives the striker a margin for a lower trajectory than might otherwise be given. I admit that this theory does not normally apply to let services or net-cord smashes.—Mr. S. KILGUS, 10, Cornways, Rotherfield Greys, Henley-on-Thames.

TRAVELLERS' NOTES FOR GERMANY

Sir Wyndham Dunstan's letter is so helpful that it is worth while to make a little further explanation of one of his statements—namely, that registered mark cheques are convertible into registered marks in Germany. This should be into Reichsmarks. It is often difficult to estimate one's requirements and it may be useful to give an experience. Leaving Baden-Baden on Sunday I had to draw on Saturday sufficient for probable requirements, and found on Sunday I had 50 marks more than I could take out of Germany. I enclosed this note in an envelope with a request to the hotel bank to credit proceeds to Westminster Bank, London, and this duly came through.—Mr. H. L. LORRAINE, Arzheim, Garmisch, Derbyshire.

THE SLOW DRIVER'S PLACE ON THE ROAD

There is a point which is never mentioned in reports and letters dealing with the slaughter on the roads. Under the laws of this country, except in prescribed areas, drivers are permitted to travel at such speed as they desire, and their vehicles are capable of. The driver who has the ability and desire, to travel at 60 m.p.h., may do so, and he who prefers or can only proceed at 30 m.p.h. or less can have no stones thrown at him. It is, however, incumbent on the latter to make way for the former, a fact which is frequently overlooked. The slow driver often appears to consider that left to right and only safe position. A great deal of what is looked upon as cutting in would disappear and accidents be avoided if drivers would keep more to their own side of the road, when others legitimately are overtaking them.—Mr. W. E. PHILLIPS, Litchfield, Tadworth, Surrey.

DESTROYING THISTLES

I have seen no mention of sulphate of ammonia as a means of eradicating the thistle. The smallest pinch on the crown of the thistle causes the root to rot and when this is used thistles.—BAGGAGE-GENERAL W. ALLAN, Cluscombe Priory, Banbury.

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